



ANNUAL REPORT
OF THE
Department of Public Works
OF THE
PROVINCE OF ALBERTA
1943-44

PUBLISHED BY ORDER OF THE LEGISLATIVE ASSEMBLY

EDMONTON:
PRINTED BY A. SHNITKA, KING'S PRINTER
1944

Edmonton, July 24, 1944.

To HIS HONOUR,

J. C. BOWEN,

Lieutenant Governor of the Province of Alberta.

SIR:

The undersigned has the honour to submit herewith the Report of the Department of Public Works for the year ended March 31, 1944.

Respectfully submitted,

W. A. FALLOW,

Minister of Public Works.

CONTENTS

	Page
Report of Deputy Minister of Public Works	7
Main Highways Maintenance, District Highways and Local Roads and Ferries	9
Bridges Construction and Maintenance	15
Main Highways Construction	16
Surveys Branch	21
Town and Rural Planning Advisory Board	24
Buildings, Maintenance and Construction	25
Mechanical Branch Administration of The Factories Act, The Boilers Act and Provincial Power Plants	27
Highway Traffic Board	36
Provincial Gaol, Fort Saskatchewan	38
Provincial Gaol, Lethbridge	41

GOVERNMENT OF THE PROVINCE OF ALBERTA

DEPARTMENT OF PUBLIC WORKS

REPORT

OF THE

DEPUTY MINISTER OF PUBLIC WORKS

For the Fiscal Year Ended March 31st, 1944

HON. W. A. FALLOW,
Minister of Public Works,

SIR:

I have the honour to submit herewith report covering the activities of the Department of Public Works for the fiscal year ended March 31st, 1944.

HIGHWAYS, BRIDGES AND SURVEYS

The mileage of main highways maintained during the year was 3,901.50, being 19.73 miles decrease over the previous year. The sum of \$978,851.16 was expended for reconstruction and maintenance of Main Highways. The sum of \$700,454.02 was expended for construction and maintenance of District Highways and Local Roads.

All the grading and bituminous work was carried out by Departmental forces on a day labour basis.

There were some gravel crushing contracts awarded to different contractors working in the Province.

An extensive programme was carried out by the Main Highways Construction Branch which included the grading of 231.00 miles of highway. In addition, 404.81 miles were gravel surfaced. Of this mileage, 73.43 miles was standard earth grade and 157.57 miles grade re-conditioned. Asphalt was available only for maintenance and protection of existing bituminous surfaces; 20.23 miles were given a seal coat. Under an agreement with the Province of Saskatchewan, work was started on the reconstruction of the Fourth Meridian Highway from Lloydminster 16 miles south.

The work of the Bridge Branch included erection of steel and timber bridges and culverts on Main Highways. All steel bridges were fabricated within the Province. Three steel bridges and 162 timber bridges were constructed and 174 bridges were repaired, making a total of 339 bridges dealt with during the year.

The report of the Director of Surveys shows a slight increase in the number of surveys carried forward to the ensuing year and a decrease in plans submitted by Municipal Districts.

TOWN AND RURAL PLANNING ADVISORY BOARD

The Town Planning Act, 1929, is administered by the above Board, and the activities are covered by the report of the Director of Town Planning.

BUILDINGS

All public buildings and institutions were repaired and maintained in order to keep them up to standard requirements.

The construction programme carried out during the year included the completion of Unit No. 5, Provincial Mental Institute, Oliver.

Details of maintenance, alterations, additions and construction of buildings are contained in the report of the Superintendent of Buildings.

MECHANICAL BRANCH

The Boilers, Factories and Electrical Protection Acts, as well as operation of the Provincially owned power plants, are under the jurisdiction of the above Branch, and these activities are covered by the report of the Mechanical Superintendent.

HIGHWAY TRAFFIC BOARD

The Public Service Vehicles Act, 1936, is administered by the above Board. A decrease in mileage covered by public service vehicles over the mileage of the previous fiscal year is reported.

PROVINCIAL GAOLS

Reports on these institutions show an average daily population for the year of approximately 291 prisoners, compared with 312 the previous year. The average net cost per prisoner for the period is higher than last year.

Respectfully submitted,

G. H. N. MONKMAN,
Deputy Minister.

MAIN HIGHWAYS MAINTENANCE
DISTRICT HIGHWAYS AND LOCAL ROADS
FERRIES, OPERATION, MAINTENANCE AND
REPLACEMENTS

(E. D. ROBERTSON, *Superintendent of Maintenance*)

Detailed information covering expenditure for the fiscal year 1943-44 is contained in the following statements submitted with this report:

1. Statement showing expenditure on maintenance of main highways. The total mileage of this class of highway is 3,901 50 miles. Expenditure as shown by the statement amounted to \$978,851.16.
2. A statement showing the distribution from both capital and income account of expenditure on the maintenance and construction of district highways and local roads. A total expenditure of \$700,454.02 was made in this way.
3. A statement showing in detail the expenditure made in connection with the operation, maintenance and reconstruction of ferries from income account. There were 56 ferries operated by the Province during the season with a total expenditure on ferry operation and maintenance of \$110,421.02.

EXPENDITURE FOR MAINTENANCE OF MAIN HIGHWAYS

For the year ended March 31, 1944

Location	Miles	Amount
Walsh to Bassano	140 52	\$ 17,187 72
Medicine Hat to Grassy Lake	48 91	4,671 52
Carway to Nanton	105 7	21,672 69
Grassy Lake to Crowsnest	155 21	44,230 53
Lethbridge to Coutts	72 16	10,978 30
Lethbridge to Waterton	78 01	10,020 02
Pincher to Waterton	32 28	4,295 22
Monarch to Carmangay	26 68	3,327 47
Lethbridge to Iron Springs	24 49	5,434 87
Bassano to Banff	155 51	79,705 07
Nanton to Didsbury	87 51	36,936 15
Okotoks to N E Cor 17-18-2-5	23 95	7,058 32
Calgary to Bowness Park	4 70	446 86
Inverlake to S E Cor 16-28-21-4	57 50	9,580 45
S E Cor 16-28-21-4 to Alsask	147 72	17,004 27
Drumheller to Wayne	7 70	1,580 53
Beiseker to Twining	26 20	3,486 21
Midnapore to Black Diamond	30 85	6,618 93
Carmangay to High River	63 44	9,335 05
Vulcan Corner to Cheadle	43 60	6,011 21
Carbon West and South	16 65	1,354 36
Wetaskiwin to Edmonton	38 21	26,899 55
Hayter to Wetaskiwin	173 45	22,693 72
Buize to Edmonton	178 95	25,218 46
Fort Saskatchewan to Chipman Corner	35 86	10,696 15
Lloydminster to Edmonton	158 73	34,308 12
Battle River to Viking	56 00	2,416 62
Cooking Lake Highway to Airport	1 30	46 85
Didsbury to Wetaskiwin	100 63	54,820 60
Red Deer to Nordegg	106 83	11,617 62
Compeer to Nevis	155 02	14,669 43
Nevis to Rimbey	66 26	9,878 51
Wetaskiwin to Pigeon Lake	28 22	6,105 59
Bentley to Sylvan Lake	11 10	1,798 63
Twining to Nevis	60 71	9,198 32
Olds to Sundre	24 18	3,241 73
Hanna to Battle River	61 00	14,484 87
Waskateneau to Cold Lake	110 00	31,902 37
Edmonton to Jasper Park Boundary	199 46	49,600 68

DEPARTMENT OF PUBLIC WORKS

Location	Miles	Amount
Carvel Corner to Whitecourt	96 00	7,312 85
Jasper Highway to Edmonton Beach	2 32	50 10
Jasper Highway to Kapasiwin Beach	2 48	33 90
Jasper Highway to Seba Beach	2 13	235 42
Fulston to Macleod River	9 31	478 82
Alberta Beach Road	6 45	954 43
To Country Club	2 30	114 54
Leduc to 5th Meridian	18 5	4,083 98
Edmonton to Faust	218 38	71,592 48
Edmonton to Fort Saskatchewan	11 98	5,878 47
Clyde to Barrhead Corner	31 30	5,991 61
Edmonton to 3 miles North and East of Radway	55 65	6,368 36
Namao to Gibbons	17 47	1,996 63
Dunvegan to Pouce Coupe	121 62	27,645 96
Triangle to Grande Prairie	107 44	20,425 91
Faust to Dunvegan	190 72	36,613 80
Grimshaw to Notikewin	75 00	12,148 94
Cardston to Emigrant Gap	17 25	826 87
General		28,989 67
Total Mileage Roads Maintenance	3,901 50	\$862,276 31

ADD		
Reconstruction Expenditure by Construction Branch		
from Maintenance Funds ((Appropriation 706BH)		
Calgary to Cochrane		3,737 00
W Boundary Macleod (N E 11-9-26-4) to S E Bound-		
ary Stavely (N. Boundary 4-14-27-4)		16,969 36
Alberta-Saskatchewan Boundary to Wainwright		21,045 30
Opal-Waskateneau (N E Corner 32-57-22-4 to E		
Boundary Waskateneau		29,394 69
E Boundary Waskateneau to S E Corner 30-59-13-4		
(Vilna)		19,471 72
S E Corner 30-59-13-4 (Vilna to W Boundary St		
Paul		25,956 78
	3,901 50	\$978,851 16

EXPENDITURE ON MAINTENANCE AND CONSTRUCTION OF DISTRICT
HIGHWAYS AND LOCAL ROADS
For the year ended March 31, 1944

ID or M D No	Income	Capital	Total
ID 1	\$ 3 00		\$ 3 00
ID 2	107 07		107 07
ID 3	5 00		5 00
ID 4	2,834 97		2,834 97
ID 5	2,201 38		2,201 38
ID 6	1,939 06		1,939 06
ID 8	7,603 11		7,603 11
ID 9	489 42		489 42
M D 10	1,034 17	\$ 1,500 00	2,534 17
ID 31	12 00		12 00
ID 32	1,981 36		1,981 36
ID 35	109 06		109 06
M D 39		1,000 00	1,000 00
ID 61	555 65		555 65
ID 62	38 85		38 85
ID 63	60 12		60 12
M D 64		1,500 00	1,500 00
M D 65	3,000 01	1,574 25	4,574 26
ID 66	1,527 42		1,527 42
ID 67	304 33		304 33
ID 68	3,383 87		3,383 87
M D 70		825 37	825 37
ID 71	95 10		95 10
ID 91	6,684 86		6,684 86
ID 92	146 42		146 42
ID 93	556 49		556 49
M D. 94	1,000 00	1,500 00	2,500 00
ID 96	148 70		148 70
ID 97	3 00		3 00
M D 98		4,680 70	4,680 70
ID 99	1,485 00		1,485 00
ID 100	2,065 81		2,065 81
ID 101	24 09		24 09
ID 121	220 87		220 87
ID 122	70 18		70 18
ID. 123	2,080 57		2,080 57
ID 125	6,722 76		6,722 76
M D 128		10,000 00	10,000 00
M D 157		3,748.76	3,748 76
ID 160	59 45		59 45
MD. 191		1,000 00	1,000 00

I D or M D No	Income	Capital	Total
I D 217	\$ 28 48		\$ 28 48
M D 218		\$ 5,000 00	5,000 00
M D 220	2,998 48	6,000 00	8,998 48
M D 221		1,437 74	1,437 74
I D 222	2,202 75		2,202 75
I D 223	199 11		199 11
M D 241		1,500 00	1,500 00
I D 247	872 63		872 63
M D 248		5,000 00	5,000 00
I D 251	4,266 21		4,266 21
I D 252	2,648 88		2,648 88
I D 276	1,808 60		1,808 60
M D 277		12,000 00	12,000 00
M D 278		1,000 00	1,000 00
M D 279		1,000 00	1,000 00
M D 280	1,500 00		1,500 00
M D 281		898 65	898 65
I D 282	7,949 05		7,949 05
M D 308		2,000 00	2,000 00
M D 309		2,500 00	2,500 00
M D 310		3,500 00	3,500 00
M D 311		2,000 00	2,000 00
M D 312		2,000 00	2,000 00
M D 334		2,500 00	2,500 00
M D 336	4,000 00	10,000 00	14,000 00
M D 338	500 00	2,183 00	2,683 00
M D 339		4,000 00	4,000 00
M D 340	1,000 00	2,500 00	3,500 00
M D 341		2,733 27	2,733 27
M D 342	945 00	1,500 00	2,445 00
I D 343	14,599 10		14,599 10
I D 344	122 35		122 35
M D 362		1,322 00	1,322 00
M D 363		1,000 00	1,000 00
M D 364		2,000 00	2,000 00
M D 365		1,000 00	1,000 00
M D 371	687 37	3,000 00	3,687 37
M D 392		10,000 00	10,000 00
M D 393		1,000 00	1,000 00
M D 394		500 00	500 00
M D 395		2,000 00	2,000 00
M D 396		1,468 00	1,468 00
M D 397	1,000 00	2,000 00	3,000 00
M D 398		2,000 00	2,000 00
M D 399	979 00	2,000 00	2,979 00
M D 400	1,000 00	1,500 00	2,500 00
M D 401		2,000 00	2,000 00
I D 403	158 48		158 48
M D 424		930 60	930 60
M D 425		2,500 00	2,500 00
M D 426		2,000 00	2,000 00
M D 427	2,225 00	3,250 00	5,475 00
M D 428	2,000 00	2,000 00	4,000 00
M D 429		2,000 00	2,000 00
M D 430		2,000 00	2,000 00
M D 431	75 15	1,000 00	1,075 15
I D 432	587 35		587 35
M D 451		2,000 00	2,000 00
M D 452	1,219 44	2,722 27	3,941 71
M D 453		9,718 80	9,718 80
M D 456		500 00	500 00
M D 457	900 00	1,500 00	2,400 00
M D 458	4,925 09	5,200 00	10,125 09
I D 460	5,793 86		5,793 86
I D 461	4,200 83		4,200 83
I D 462	1,752 99		1,752 99
I D 466	247 55		247 55
M D 480		4,312 30	4,312 30
M D 481	500 00	1,500 00	2,000 00
M D 482	176 31	1,500 00	1,676 31
M D 488	1,622 37	378 50	2,000 87
M D 489	1,857 93		1,857 93
M D 490		1,383 25	1,383 25
I D 491	6,377 52		6,377 52
M D 511		2,695 60	2,695 60
M D 512		2,000 00	2,000 00
M D 513	2,666 00	1,615 00	4,281 00
M D 514		1,000 00	1,000 00
M D 515		926 50	926 50
I D 516	1,000 00	2,000 00	3,000 00
M D 517		5,000 00	5,000 00
M D 520	1,049 26	8,000 00	9,049 26
I D 522	3,477 43		3,477 43
I D 525	53 20		53 20
I D 541	282 60		282 60
M D 542	5,578 35	8,000 00	13,578 35
M D 545		732 80	732 80

DEPARTMENT OF PUBLIC WORKS

I D or M D No.	Income	Capital	Total
M D 546	1,000 00	1,468 97	2,468 97
M D 547	1,500 00		1,500 00
M D 548		2,043 15	2,043 15
M D 549		1,554 69	1,554 69
M D 550		687 97	687 97
M D 551		777 80	777 80
M D 552		1,390 45	1,390 45
I D 553	1,766 06		1,766 06
I D 554	1,033 97		1,033 97
I D 555	4,466 09		4,466 09
I D 556	204 45		204 45
M D 562		10,000 00	10,000 00
I D 571	57 00		57 00
M D 572		635 25	635 25
M D 573		185 92	185 92
M D 574		1,120 92	1,120 92
M D 575		5,000 00	5,000 00
M D 582	1,400 00		1,400 00
I D 583	3,784 27		3,784 27
I D 584	5,913 89		5,913 89
I D 585	72 40		72 40
I D 601	1,438 73		1,438 73
I D 602	1,354 49		1,354 49
I D 603	2,109 02		2,109 02
I D 604	4,227 98		4,227 98
M D 605		665 86	665 86
I D 607	8,577 58		8,577 58
I D 611	5,265 32		5,265 32
I D 612	1,201 67		1,201 67
I D 613	1,349 13		1,349 13
I D 615	677 39		677 39
I D 631	1,271 50		1,271 50
I D 634	2 42		2 42
I D 635	4,369 05		4,369 05
I D 636	3,942 88		3,942 88
M D 637		2,000 00	2,000 00
M D 638	1,440 00	1,500 00	2,940 00
I D 639	2,586 35		2,586 35
I D 640	745 62		745 62
I D 641	3,331 77		3,331 77
I D 642	8 80		8 80
I D 664	46 80		46 80
I D 665	6,896 30		6,896 30
I D 666	3,018 20		3,018 20
I D 667	8,487 55		8,487 55
M D 668		757 94	757 94
I D 669	1,048 57		1,048 57
I D 670	49 75		49 75
I D 695	1,046 55		1,046 55
I D 696	3,580 78		3,580 78
I D 697	2,245 06		2,245 06
I D 699	654 89		654 89
I D 706	1,621 21		1,621 21
I D 707	1,068 87		1,068 87
I D 708	103 90		103 90
I D 709	321 56		321 56
I D 710	513 98		513 98
I D 726	1,716 71		1,716 71
I D 729	404 75		404 75
I D 733	157 50		157 50
I D 735	2,056 02		2,056 02
I D 736	491 50		491 50
I D 737	1,716 95		1,716 95
I D 738	584 38		584 38
M D 739	2,000 00		2,000 00
M D 740	1,522 64		1,522 64
I D 741	2,139 22		2,139 22
I D 742	929 76		929 76
I D 764	1,679 39		1,679 39
I D 765	1,145 68		1,145 68
I D 766	1,282 26		1,282 26
I D 767	906 80		906 80
I D 769	5,471 65		5,471 65
I D 770	5,396 61		5,396 61
I D 771	1,917 94		1,917 94
I D 772	1,154 54		1,154 54
I D 794	79 33		79 33
I D 795	363 13		363 13
I D 796	7,320 93		7,320 93
I D 797	4,010 55		4,010 55
I D 800	755 20		755 20
I D 801	1,138 88		1,138 88
I D 819	505 05		505 05
I D 825	1,037 35		1,037 35
I D 826	3,975 27		3,975 27
I D 828	7,627 72		7,627 72
I D 829	3,460 17	1,600 00	5,060 17

I D or M D No	Income	Capital	Total
I D 830	10,822 11		10,822 11
I D 831	3,762 17		3,762 17
I D 843	40 00		40 00
I D 855	4,133 42		4,133 42
I D 859	2,409 21		2,409 21
I D 861	353 19		253 19
I D 865	25 60		25 60
I D 886	622 20		622 20
I D 887	2,638 35		2,638 35
I D 888	2,851 42		2,851 42
I D 889	2,468 63		2,468 63
I D 890	158 09		158 09
I D 891	806 74		806 74
I D 916	677 18		677 18
I D 917	528 13		528 13
I D 919	197 00		197 00
I D 920	1,017 74		1,017 74
I D 946	1,071 46		1,071 46
I D 1065	440 45		440 45
I D 1094	942 25		942 25
I D 1124	67 95		67 95
Special Appropriations:			
File 35A	2,012 47		2,012 47
File 41-2-3	1,659 62		1,659 62
Appropriation to Indian Reserves:			
D 2	4,544 53		4,544 53
D 4	1,522 91		1,522 91
D 6	637 84		637 84
D 7	1,599 00		1,599 00
Sub-total	\$353,346 21	\$241,126 28	\$594,472 49
General	21,379 55	1,175 18	22,554 73
Special Appropriations:			
14A—Alberta-Saskatchewan Boundary to Wainwright	30,292 51		30,292 51
35A—Grimshaw-Notikwin	19,442 93		19,442 93
41-5-18—Vermilion to Wainwright	33,691 36		33,691 36
	\$458,152 56	\$242,301 46	\$700,454 02
SUMMARY			
Income Account Appropriation 707B	\$458,152 56		
Capital Account Appropriation 771B	242,301 46		
			\$700,454 02

DEPARTMENT OF PUBLIC WORKS

EXPENDITURE ON OPERATION, MAINTENANCE AND REPLACEMENT OF FERRIES

For the year ended March 31, 1943

Location	River	Operation and Maintenance		Replacements and Installation		Total
		\$		\$		
Desjarlais	North Saskatchewan	2,141 27		50		2,141 77
Holmes Crossing	Athabasca	1,954 46				1,954 46
Dorothy	Red Deer	1,230 08		41 00		1,271 08
Pakan	North Saskatchewan	2,352 03		84		2,352 87
Garrington	Red Deer	2,103 38				2,103 38
*North of Lloydminster	North Saskatchewan	926 38				926 38
Athabasca	Athabasca	3,162 64				3,162 64
Letts Crossing	Pembina	928 89		115 50		944 39
Shandro	North Saskatchewan	2,282 22				2,282 22
Hopkins	North Saskatchewan	1,188 08		7 71		1,195 79
Hutton	Red Deer	1,031 33				1,031 33
Rocky Mountain House	North Saskatchewan	2,974 58				2,974 58
Lac Ste Anne	Narrows	1,014 00		2,211 72		3,225 72
Lea Park	North Saskatchewan	2,391 81		147 80		2,539 61
Eldorena	North Saskatchewan	1,623 49				1,623 49
Sangudo	Pembina	810 95		115 50		926 45
South of Holborn	North Saskatchewan	899 92				899 92
Dunvegan	Peace	2,004 59		119 04		2,123 63
Bow Island	South Saskatchewan	1,162 07		146 61		1,308 68
North of Myrnam	North Saskatchewan	2,086 40				2,086 40
Genesee	North Saskatchewan	1,048 98				1,048 98
Steveville	Red Deer	2,264 32		13 37		2,277 69
Goodwin Crossing	Smoky	4,367 56		12 96		4,380 52
West of Munson	Red Deer	876 48				876 48
Berrymoor	North Saskatchewan	1,340 22		60		1,340 82
Finnegan	Red Deer	958 25				958 25
Lindberg	North Saskatchewan	2,965 57				2,965 57
Allendale Crossing	McLeod	988 94				988 94
Vinca Crossing	North Saskatchewan	999 16				999 16
McLeod Valley	McLeod	2,022 58				2,022 58
North of Jenner	Red Deer	1,030 84		93 48		1,124 32
Gregory Crossing	Red Deer	1,248 06		1,082 90		2,330 96
Elk Point	North Saskatchewan	2,225 02				2,225 02
West of Morrin	Red Deer	1,685 21				1,685 21
Smith	Athabasca	3 892 10				3 892 10
Grovedale	Wapiti	1,056 13		643 83		1,699 96
Klondyke Crossing	Athabasca	1,108 44				1,108 44
Flatbush	Pembina	1,134 68		536 00		1,670 68
South of Wembley	Wapiti	1,075 14				1,075 14
East Coulee	Red Deer	2,676 27				2,676 27
West of Fawcett	Pembina	909 11				909 11
South of Crowfoot	Bow	1,373 78		2,646 52		4,020 30
South of Fawcett	Pembina	1,076 85				1,076 85
Waskateneau	North Saskatchewan	2,062 72				2,062 72
North of Blue Ridge	Athabasca	1,173 86				1,173 86
Mahaska	McLeod	882 36				882 36
North of Atlee	Red Deer	944 92				944 92
Watno	Smoky	2,330 85				2,330 85
Forbesville	North Saskatchewan	1,207 35				1,207 35
South of Empress	South Saskatchewan	2,959 02		3,102 66		6,061 68
Rosevear	McLeod	888 14				888 14
Warspite	North Saskatchewan	1,449 41				1,449 41
Fort Vermilion	Peace	1,274 02		36 89		1,310 91
Heinsberg	North Saskatchewan	2,259 24				2,259 24
Rosedale	Red Deer	2,718 66		79 42		2,798 08
Beauvallon	North Saskatchewan	1,324 03				1,324 03
Bowslope	Bow	1,370 08		557 69		1,927 77
Ferries	General	3,371 56				3,371 56
Appropriation 704—Income Account		\$ 98,708 48		\$ 11,712 54		\$110,421 02

*This ferry is on the 4th meridian and operated by the Province of Saskatchewan, the Province of Alberta paying fifty per cent of the operating cost

BRIDGE CONSTRUCTION AND MAINTENANCE

April 1, 1943-March 31, 1944

(N. W. MACPHERSON, *Commissioner of Highways and Bridges*)

During the year, nine crews were employed on bridge work.

A great deal of river protection work was done at Blairmore, Frank, Lethbridge, High River and East Coulee. Several bridges were built in connection with new highway construction.

Some large timber bridges were built, the following being a list of same:

CONSTRUCTION.

Size	Stream	Location
2-135 foot Timber Trusses	Red Willow Creek	W 19-70-10-6
NEW SUB-STRUCTURES		
1-135 foot Howe Truss	Willow Creek	11/14-11-27-4

The following is a list of steel bridges which were reconstructed:

NEW SUB-STRUCTURES

Size	Location
1-100 foot span	Little Bow River S W 19-14-20-4
1- 60 foot span	Assineau River N W 20-73-8-5
2-125 foot spans	High River N W 17-20-28-4

SUMMARY OF WORK ON BRIDGES, 1943-44

Steel Bridges as shown above	3
Timber Bridges constructed	162
Bridges maintained	174
Total	339

MAIN HIGHWAYS BRANCH

(N. W. MACPHERSON, *Commissioner of Highways and Bridges*)

During the season 1943, a total of 43.78 miles of highway were graded and 157.57 miles of grade were re-conditioned. In addition, 404.81 miles were gravel surfaced.

Asphalt was available only for maintenance of existing bituminous surfaces; 20.23 miles were given a seal coat.

Following is a statement of the work performed during the year ending March 31, 1944:

GRADING
MAIN HIGHWAYS

Location	Miles	Type	Work Done by
Cardston to Standoff	18 14	S E G	Day Labour
Smith to Slave Lake	37 00	G R	Day Labour
Slave Lake to Kinuso	18 94	G R	Day Labour
Faust to Arcadia	16 22	G R	Day Labour
Arcadia to Triangle	27 13	G R	Day Labour
Triangle to McLennan	22 04	G R	Day Labour
Dunvegan to Rycroft	13 24	G R	Day Labour
Wainwright to Chauvin	12 83	S E G.	Day Labour
Triangle to Valleyview	23 00	G R	Day Labour
Mannville to Minburn	12 81	S E G.	Day Labour

TOTAL 201 35

S E G. Standard Earth Grade, 43 78 miles, G R. Grade Re-condition, 157 57 miles

MISCELLANEOUS

Location	Miles	Type	Work Done by
Egremont to Waskateneau	14 99	S E G	Day Labour
Waskateneau to Warspite	6 54	S E G	Day Labour
Vermilion to Wainwright	8 12	S E G	Day Labour

TOTAL 29 65

S E G. Standard Earth Grade, 29 65 miles

GRAVELLING

FIRST COURSE GRAVELLING—MAIN HIGHWAYS

Location	Miles	Work Done by
Cardston to Standoff	18 14	Day Labour
Athabasca to Lawrence Lake	29 33	Day Labour
Lawrence to Smith	17 67	Day Labour
Smith to Slave River	26 04	Day Labour
Slave River to Slave Lake	7 16	Day Labour
Faust to Arcadia	9 17	Day Labour
Arcadia to High Prairie	18 52	Day Labour
High Prairie to Triangle	9 22	Contract
Triangle to McLennan	22 03	Contract
Dunvegan to Rycroft	13 24	Day Labour
Coronation to Veteran	17 14	Day Labour
Wainwright to Chauvin	17 43	Contract
Mannville to Minburn	12 81	Day Labour
Triangle to Valleyview	18 00	Contract

TOTAL 235 90

Day Labour, 169 22 miles, Contract, 66 68 miles

SECONDARY HIGHWAYS

Location	Miles	Work Done by
Grimshaw to Notikewin	29 30	Day Labour
TOTAL DONE BY DAY LABOUR	29 30	

MISCELLANEOUS

Location	Miles	Work Done by
Opal to Waskateneau	24 03	Day Labour
Vilna West	0 71	Day Labour
Ashmont to Vilna	15 41	Day Labour
Vernilion to Wainwright	16 49	Day Labour
Rycroft to Spirit River	7 20	Day Labour
Burnt Hills to Rycroft	0 30	Day Labour
Owls Eye Road	2 02	Day Labour
St Paul North	3 70	Day Labour
Town of Rycroft	0 24	Day Labour
Town of St Paul	1 25	Day Labour
Watino South and East	2 00	Day Labour
Spedden Connection	0 26	Day Labour
St Brides Corner West	1 00	Day Labour
Glenwoodville Road	2 00	Day Labour
Agency Connection	2 00	Day Labour
TOTAL DONE BY DAY LABOUR	78 61	

REPLACEMENT GRAVEL—MAIN HIGHWAYS

Location	Miles	Work Done by
Slave Lake to Kinuso	19 24	Day Labour
Wainwright East	12 37	Contract
Wainwright West	1 10	Contract
TOTAL	32 71	

Day Labour, 19 24 miles, Contract, 13 47 miles

SECONDARY HIGHWAYS

Location	Miles	Work Done by
Midnapore to Turner Valley	28 29	Day Labour
TOTAL DONE BY DAY LABOUR	28 29	

STABILIZED GRAVEL BASE COURSE—MAIN HIGHWAYS

Location	Miles	Work Done by
Pultney to Staveley	1 52	Day Labour
TOTAL DONE BY DAY LABOUR	1 52	

SUMMARY OF GRAVELLING

Type	Day Labour	Contract	Total
First Course Graveling	277 13	66 68	343 81 miles
Replacement Graveling	47 53	13 47	61 00 miles
Stabilized Base Course Graveling	1 52		1 52 miles
TOTAL	326 18	80 15	406 33 miles

BITUMINOUS SURFACING—MAIN HIGHWAYS

Location	Miles	Type	Work Done by
Pultney to Staveley	1 52	Bituminous Re-surfacing	Day Labour
TOTAL DONE BY DAY LABOUR	1 52		
Calgary to Okotoks	20 23	Seal Coat	Day Labour
TOTAL DONE BY DAY LABOUR	20 23		

SUMMARY OF BITUMINOUS SURFACING

Asphalt Used	72,834 gals
Aggregate Used	6,563 5 cu yds
Area Treated	282,055 sq. yds

TOTAL GRAVEL QUANTITIES TAKEN OUT UNDER ALL SURFACING CONTRACTS

	Day Labour	By Contract	Total Cu Yds
Crushed Gravel to Trucks or Stockpile	127,248	75,634	202 882
Pit Run and Screened Gravel to Trucks or Stockpile	103,978 4	16 224 5	120,202 9
Crushed Gravel from Stockpile to Trucks	46,188 5		46,188 5
TOTAL CUBIC YARDS	277,414 9	91,858 5	369,273 4

PRELIMINARY SURVEYS

Approximately 250 miles of preliminary surveys were run

DEPARTMENT OF PUBLIC WORKS

MAIN HIGHWAYS CONSTRUCTION
STATEMENT OF EXPENDITURE, YEAR ENDED MARCH 31, 1944

Project No.	Description	Total	Engineering	Grading	Culverts	Fencing
1B2	Bassano to Strathmore	\$ 719 29	\$ 719 29			
1B3	Strathmore to Calgary	22 00				
1C1	Calgary to Radnor	2,465 90	2,465 90			
1C2	Radnor to Banff National Park	95 69	95 69			
2A2	Cardston to Macleod	70,222 73	5,636 48	\$ 31,779 80	\$ 9,791 77	\$ 5,609 37
2B1	Macleod to Stavelly	5,061 35	302 74			
2B3	High River to Calgary	10,792 31	23 25			
2C1	Calgary to Carstairs	11,961 72	961 72			
2D1	Red Deer to Ponoka	3,677 00	3,677 00			
2D3	Millet to Edmonton	8,222 63	506 62			
2E2	Legal to Rochester	7,392 14		7,392 14		
2E3	Rochester to Athabasca	6,070 40		2,398 01		
2F1	Athabasca to Lawrence Lake	25,318 32	832 65			
2F2	Lawrence Lake to Smith	29,736 22	743 04			
2F3	Smith to Lesser Slave River	53,261 66	3,248 70	28,931 51	4,250 64	19 33
2F4	Lesser Slave River to Kinuso	110,755 87	5,379 92	72,046 39	7,647 63	
2G1	Kinuso to Arcadia	58,976 51	3,055 77	37,813 39	3,504 83	
2G2	Arcadia to Triangle	86,467 16	4,075 17	19,349 68	3,415 94	
2G3	Triangle to Donnelly	49,374 28	804 87	1,817 68		
2H1	Peace River to 6th Meridian	128 02	128 02			
2H2	6th Meridian to Dunvegan	151 00	151 00			
2J1	Dunvegan to Rycroft	45,177 86	827 05	11,621 83		
2K1	Grande Prairie to Beaverlodge	49 00				
2K2	Beaverlodge to B C Boundary	195 45	195 45			
3A3	Taber to Lethbridge	16,687 36	732 58	7,870 34	143 79	14 85
3B3	Pincher to Bellevue	111 06	111 06			
12B1	Veteran to Castor	17,902 41	347 00			
14A	Alberta-Saskatchewan Boundary to Wainwright	1,346 85	824 50			
14C3	Cocking Lake to Edmonton	1,965 90	1,965 90			
16A1	Lloydminster to Vermilion	2,026 83				
16A2	Vermilion to Innisfree	98,816 28	5,478 02	62,858 04	7,361 19	367 81
16B2	Chipman Corner to Edmonton	542 39	542 39			
16C1	Edmonton to Carvel Corner	212 18				
16C2	Carvel Corner to Entwistle	23 00				
17A2	Sangudo to Whitecourt	1,537 20	1,397 55			
22A	Midnapore to Black Diamond	27,027 98	1,398 12			
28A1	Edmonton to Opal	3,974 82	336 34	49 59	58 50	
28A2	Opal to Waskateneau	24,839 22	1,726 91	12,814 74	189 54	36 03
28B1	Waskateneau to Vilna	3,838 35	1,107 50	2,607 05	12 00	
28B2	Vilna to St Paul	512 78				
34A1	Triangle to Valleyview	55,214 38	2,039 07	24,738 41	1,680 87	
34A2	Valleyview to 6th Meridian	1,485 22		1,485 22		
34A3	6th Meridian to Grande Prairie	214 66	141 25	.36		
36A2	Killam to Castor	1,774 81	1,774 81			
39A	Leduc to 5th Meridian	264 57	75 42		178 00	
41-11-16	Spirit River to Rycroft	7,442 10	230 09			
35429	Entwistle to Styal (Part)	30 00				
38010	Cardston to Emigrant Gap	543 91				
38540	Northeast of Heath	54 70				
41-9-18	Westlock to Smith	7,504 06	3,439 19	4,064 87		
41-5-18	Vermilion to Wainwright	1,260 46	1,260 46			
40 00E23	City of Medicine Hat	1,283 40				
40 00E28	City of Red Deer	147 90				
40 00E42	City of Drumheller	136 05				
40 00E43	City of Wetaskiwin	213 30				
40 00E47	City of Lethbridge	853 50				
40 00E71	City of Edmonton	4,138 50				
40 00E72	City of Calgary	2,607 60				
40 00E111	Town of St Paul	609 64	5 37			
40 00E119	Village of Waskateneau	158 00		158 00		
3077	Rentals of Pit Sidings and Gravel Pits	4,149 05	206 66			
3083	General and Administration	28,486 65	37 59			
		\$906,231 58	\$ 59,008 11	\$329,797 05	\$ 38,234 70	\$ 6,047 39

SUMMARY

Appropriation 754A
Appropriation 754B

\$ 35,583.71
870,647.87
\$906,231 58

S W 19, 1943-44—Construction of Road on 4th Meridian,
North and South of Lloydminster:

Total Expenditure \$8,289 30
Less reimbursed by Province of
Saskatchewan 3,651.97

(See Detailed Statement) \$4,637.33

Compen- sation	Moving Fotes	Gravel Surfacing	Miscel- laneous	Sub-Grade Stablizing	Clay Surfacing	Seal Coat	Priming	Bituminous Surfacing	Grants to Incorporated Areas
\$ 22 00									
200 00	\$ 62 73	\$ 17,142 58 252 08		\$ 234.90		\$ 1,294 00 3,385 40	\$ 433.36	\$ 2,544 27 7,383 66	
		38 27		11,000 00 7,677 74					
		3,672 39 24,478 19 28,993 18		7 48					
108 85	182 93	16,519 70							
188 36	3,258 33	21,402 24			\$ 833 00				
15 00	623 72	14,587 52 59,002 65 46,751 73							
		31,598 88 49 00			1,130 10				
4,982 85	2,339 96	602 99							
522 35		17,555 41							
2,026 83									
1,628 28	21 80	17,244 31			3,858 83				
212 18									
23 00									
139 65		25,629 86							
364 17		3,166 22							
36 00		10,036 00							
111 80									
25 00		512 78 26,731 03							
		73 05							
		11 15 7,212 01							
30 00									
543 91									
54 70									
									\$ 1,283 40 147 90 136 05 213 30 853 50 4,138 50 2,607 60
2,271 35		604 27							
1,491 68		1,671 04							
			\$ 26,957 38						
\$ 14,995 96	\$ 6,489 47	\$375,538 53	\$ 26,957 38	\$ 18,920.12	\$ 5,821 93	\$ 4,679 40	\$ 433 36	\$ 9,927 93	\$ 9,380 25

NOTE: Reconstruction work in the sum of \$200,001 65 was also undertaken by the Branch Payment for same was made from Appropriation 706BH, 707BH, and is included in Statement for Main Highways Maintenance and District and Local Roads.

NOTE The above figures include Special Appropriation 754B5

DEPARTMENT OF PUBLIC WORKS

MAIN HIGHWAYS CONSTRUCTION			
RECONSTRUCTION OF 4th MERIDIAN ROAD—LLOYDMINSTER-16 MILES SOUTH			
Statement of Expenditure, Year ended March 31, 1944			
Culverts	Material (including Freight)		\$ 562 80
Engineering			
	Grading	\$1,057 43	
	Reconnaissance, Location, etc	794 21	
			1,851 64
Fencing			
	Material (including Freight)	\$ 224 05	
	Haul and Erect	715 85	
			939 90
Grading			
	Clearing	\$2,017 89	
	Excavation	1,141 35	
	Grubbing	8 40	
			3,167 64
Moving Poles			
	Moving Power and Telephone Lines		1,767 32
			\$8,289 30
Less Reimbursed by Province of Saskatchewan			3,651 97
			\$4,637 33

SURVEYS BRANCH

Report for the Fiscal Year ending March 31, 1944

(A. P. C. BELYEA, *Director of Surveys*)

During the year, four field parties were employed from the first week in May until the 1st of November on survey of main highways, new roads, road diversions and miscellaneous surveys.

The following is a summary of the work of this Branch during the past year:

Surveys required and brought forward from 1942 (after revising schedule)	188
Surveys asked for during 1943	133
Surveys made during 1943	122
Surveys carried over to 1944	199
Plans submitted and examined on behalf of Municipal Districts	61
Titles issued to roadways surveyed by Municipal Districts	66
Plans prepared and filed in Land Titles Office	128
Certificates of Title received for roadways	138
Certificates of Title received for lands given for public purposes under Departmental regulations as to subdivisions	4
Certificates of Title to public buildings	12
Transfers issued covering lands no longer required	162
Number of plans of subdivisions approved	107
Plans submitted by Department of Water Resources	25
Plans of Power and Transmission Lines	18
Vouchers issued for compensation	212
Leases of road allowances in force	300
New leases of road allowances issued	28

Location of highways, roads, road diversions, telephone right-of-way, and miscellaneous areas surveyed:

MAIN HIGHWAYS

	Twp	Rge	Mer
Edmonton-Peace River	73	7	5
	73	9	5
	13	13	5
	74	16	5
	77	19 & 20	5
	79	20	5
	78	21	5
Peace River-Dunvegan	79 & 80	4	6
	77	5	6
	79	5	6
Minburn-Manville	50	8, 9 & 10	4

ROAD SURVEYS

I D's & M D's	Section	Twp	Rge	Mer
6	E 1/2 24	1	27	4
8	N E 1/4 9	3	24	4
8	S W 1/4 3	3	24	4
8	N 1/2 34	3	24	4
8	S E 1/4 19	1	23	4
8	2 & 11	3	24	4
9	S W 1/4 14	1	25	4
9	E 1/2 12	2	26	4
9	N 1/2 12	2	27	4
9	20, 21, 22, 23 & 24	1	26	4
9	S 1/2 30	1	27	4
66	S E 1/4 1	10	17	4
66	W 1/2 31	9	16	4
67	N W 1/4 12	9	20	4
67	23, 26 & 35	10	20	4
69 M D	N E 1/4 3	9	26	4
69 M D.	16, 20 & 21	9	28	4
69 M D	S 1/2 15	9	29	4
69 M D	20	9	29	4
69 M D	N W 1/4 26	9	29	4
97	S E 1/4 25	12	21	4
97	19, 30 & 31	12	20	4
130	29, 30, 31, 32 & 33	14	1	5
130	3, 10, 14, 15, 22, 25, 26 & 27	14	2	5
137 M D	S E 1/4 3	4	24	4
221 M D	4 & 5	25	2	5
	Peigan Indian Reserve			
	Blood Indian Reserve			
191 M D.	S E 1/4 19	18	3	5

DEPARTMENT OF PUBLIC WORKS

I D's & M D's	Section	Twp	Rge	Mer
121	4, 9, etc	14	3 & 4	4
121	15, 22, 23, 26 & 36	13	4	4
123	1 to 26	17 & 18	16	4
123	32 & 4	14 & 15	15	4
123	3 & 4	23	16	4
123	17 & 30	15	15	4
125	1, etc	14 & 13	12 & 13	4
276	S W $\frac{1}{4}$ 22	28	19	4
282	1	32	5	5
282	36	31	5	5
282	4	31	5	5
282	3	31	5	5
282	4 & 5	31	5	5
282	1, 3 & 4	31	6	5
392 M D	N E $\frac{1}{4}$ 23	44	2	4
392 M D	28 & 32	44	4	4
450 M D	1, 12, 13, 24, 25 & 36	49	1	4
450 M D	1, 12, 13, 24, 25 & 36	48	1	4
460	S W $\frac{1}{4}$ 5	46	3	5
460	S W $\frac{1}{4}$ 18	46	3	5
460	6	47	1	5
460	11 & 12	47	2	5
461	N E $\frac{1}{4}$ 32	45	5	5
462	7	46	7	5
491	24 & 25	48	5	5
491	6	50	4	5
491	S W $\frac{1}{4}$ 35	49	5	5
491	N W $\frac{1}{4}$ 4	49	5	5
491	S E $\frac{1}{4}$ 3	49	5	5
491	11, 12 & 13	50	6	5
491	S E $\frac{1}{4}$ 2	48	4	5
491	20, 28 & 29	49	5	5
710	5 & 8	69	8	6
731	23	73	7	5
731	27	73	7	5
732	29 & 32	73	8	5
733	5	71	11	6
737	17	72	25	4
738	2 & 10	72	2	6
766	8 9 & 16	75	21	5
766	31	76	21	5
769	7	76	2	6
770	8	76	6	6
780 M D	12	74	8	6
796	4 & 9	78	21	5
797	25 & 26	77	24	5
797	7	78	23	5
797	5	78	26	5
797	1	78	1	6
826	32	80	20	5
827	5	78	25	5
828	3 & 4	78	2	6
828	3 & 4	78	3	6
829 M D	11, 14, 23, 24, 25 & 36	79	5	6
830	5	79	10	6
831	11	80	7	6
861	14, 15, 16, 17, 18 & 19	83	12	6
861	29 & 32	81	13	6
861	14	83	13	6
GRAVEL PITS				
I D's & M D's	Section	Twp	Rge.	Mer
122	S W $\frac{1}{4}$ 2	13	6	4
427 M D	S W $\frac{1}{4}$ 23	45	19	4
766	E $\frac{1}{2}$ 1	74	20	5
668 M D	10	68	24	4
729	3	72	1	5
729	35	71	1	5
828	7	80	4	6
780 M D	20	72	10	6
797	35	77	24	5

I D's & M D's	MISCELLANEOUS		Twp	Rge	Mer.
	Section				
68	S W ¼ 7	10	23	4	
		Disposal Grounds			
159 M D	36	16	30	4	
		Boundaries			
100 M D	23	12	27	4	
		Boundaries			
10	16	6	25	4	
		Traverse of Belly River			
392 M D	4	46	7	4	
		Ditch right-of-way			
831	17	80	13	6	
		Boundaries			
710	30 & 31	68	8	6	
		Township subdivision			
830	12, etc	79	7	6	
		Township subdivision			
733	8	73	11	5	
		Disposal Grounds			
861	13	83	12	6	
		Township subdivision			
780 M D	36	73	6	6	
		Ditch right-of-way			
277 M D	8, 9 & 10	29	20	4	
		Retracement			
276	W ½ 3	28	19	4	
		Retracement			

TOWN AND RURAL PLANNING ADVISORY BOARD

(A. P. C. BELYEA, *Director of Town Planning*)

The members of the Board are Mr. G. H. N. Monkman, Deputy Minister of Public Works, Mr. W. S. Gray, K.C., Attorney General's Department, Mr. A. P. C. Belyea, Director of Town Planning, with the Minister of Public Works as Chairman.

The Board held no formal meetings during the year as no new matters of general policy arose to demand its attention.

A by-law setting up a Town Planning Commission for the Town of Raymond was approved. A new zoning by-law for the Municipal District of Sturgeon was approved and by-laws amending the zoning by-laws of the Cities of Edmonton and Calgary were approved during the year.

Considerable assistance was given to the Municipal District of Liberty in the preparation of a town planning scheme for the Hamlet of Calmar. Appropriate by-laws were drafted, and it is expected that they will shortly be passed by the Municipal Council.

The Board's previous policy in connection with the regulation of advertising signboards on land adjoining Provincial main highways has been continued. There has been little difficulty in curtailing the number of such signboards in existence outside of the limits of incorporated towns or cities, as the war-time shortage of consumer goods has discouraged retailers and manufacturers from advertising their merchandise through this medium.

Six transfers of land were approved under the provisions of Section 35 of The Town Planning Act.

The usual practice has been followed by the Town Planning Branch in the examination of plans of subdivision and the application of the Town Planning regulations thereto.

A considerable increase in building activity throughout the Province during the past year or two is reflected in the much larger number of subdivision plans which have thus been dealt with. The number of these plans approved during the past year was 107, as compared with 59 for the previous year and 44 during the year before.

No applications for authorizations for the establishment of automobile tourist camps have been received during the past year.

Various enquiries in regard to the application of local zoning regulations were dealt with by the Town Planning office, and the usual quantity of general information in regard to town planning was dispensed to various enquirers during the year.

BUILDINGS BRANCH

Report for the Fiscal Year ending March 31, 1944

(W. D. STACEY, *Superintendent of Buildings*)

The general repair and maintenance of all public buildings and institutions have been carried on by this Branch similar to previous years, to keep them up to standard. Several buildings were erected, and all work performed by day labour under the supervision of our foreman.

Following is a list of the various projects:

Calgary.

A new roof was constructed on the Institute of Technology, which is now occupied by the Department of National Defence.

Canyon Creek.

A water pump system was installed at the Fish Hatcheries.

Edmonton.

A new boiler room was built at the Storage and Repair Shop to house the central heating plant, and the shops were enlarged.

Fort Saskatchewan.

New hog pens were built at the Provincial Jail.

Grande Prairie.

A bunk-house was built for the Department of Lands and Mines, Forestry Branch.

High Prairie.

A storage warehouse was constructed for the Forestry Branch, Department of Lands and Mines.

Keith.

The former Nurses' Home at the Central Alberta Sanatorium was entirely remodelled and made into a surgical unit.

A new unit was also constructed for the accommodation of approximately 60 patients.

Lac La Biche.

An extension was built to the office and Radio Station, Department of Lands and Mines, Forestry Branch.

Olds.

A ventilation system was installed in the Stock Barn, School of Agriculture.

Oliver.

The third floor of No. 5 Unit, Provincial Mental Institute, was completed during this year, and airing courts were constructed for the accommodation of patients.

The bakery at this institution was enlarged, and refrigeration facilities installed.

A two-stall addition was built to the Garage.

A honey house at the Apiary Farm, Oliver, was built, also several small buildings.

Peace River.

A new Radio Station, Storage Warehouse and two-stall garage was constructed for the Department of Lands and Mines, Forestry Branch.

Raymond.

A modern and up-to-date root cellar was constructed at the Provincial Auxiliary Hospital.

Red Deer.

A new hog barn, 75'x26', was constructed at the Provincial Training School.

Alterations were made to the pig pens and additions to the cow barn.

A new pasteurization room was erected.

Slave Lake.

Alterations were made to the bunk-house of the Forestry Branch, Department of Lands and Mines.

Vermilion.

A snow plow was constructed for the Roads Branch at Vermilion.

Foundation and full basement placed under farm dwelling and stuccoed, at School of Agriculture.

Police Buildings.

Considerable repairs and alterations were made to the following premises owned by this Government and occupied by the R.C.M.P.: Coutts, Nanton, Olds, Rochfort Bridge, Stony Plain.

Architectural Branch.

All plans and specifications for our work were prepared by this Branch, also plans and specifications and general supervision for the Buildings Branch, Department of Education.

Carpenter Work.

This branch of our work has been very busy manufacturing and supplying furnishings and equipment, also sash and doors, for the various institutions and buildings throughout the Province.

BUILDINGS MAINTENANCE BRANCH—EXPENDITURE FOR 1943-44
CAPITAL EXPENDITURE

756	Furnishings and Equipment, Legislative and Departmental Buildings and Public Institutions, including S W 13, 17, 18	\$ 45,656 05	\$ 45,656 05
759	Sites and Construction, including S W 15, S W 17, S W 18, S W 32, S W 36	200,604 57	200,604 57
S W 4	Purchase of Property, 108th Street, Edmonton, for Alberta Producers Marketing Board	5,000 00	
S W 9	Purchase of Property and Machinery, Egg Drying Plant, Alberta Poultry Marketers Limited	47,000 00	
S W 26 & 30	Purchase of Property known as Beaver House, Edmonton	250,696 64	302,696 64
			<u>\$548,957 26</u>

INCOME EXPENDITURE

708	Administration	\$ 22,879 58	
709	Legislative and Departmental Buildings	494,221 56	
710	Public Institutions	101,020 73	
713	Government House	4,014 94	
		<u>\$622,136 81</u>	

MECHANICAL BRANCH

Report for the Fiscal Year ending March 31, 1944

(VERNON PEARSON, *Superintendent*)

This report deals with the activities of the following Departments of the Mechanical Branch for 1943-44:

1. The maintenance and operation of power plants and utility services of the eight largest institutions.
2. The administration of The Steam Boilers Act.
3. The administration of The Factories Act.
4. The administration of The Welding Act.
5. The administration of The Electrical Protection Act.

Power Plants and Institution Maintenance.

As the war progresses, it becomes increasingly difficult to maintain the services for which this branch is responsible. The shortage of men and materials has a very marked effect on the operation and maintenance of the power plants which supply utility service to the eight large institutions.

The supply of materials has eased somewhat, but the shortage in capable staff has become more acute. In spite of the many difficulties encountered, good service has been maintained in all the institutions.

The coal shortage during the past winter at times gave us some concern; however, a considerable amount of steam coal had been stored through the summer, and this was used to fill in when deliveries were slow. At no time was there any diminution of service through coal shortage.

The power plant statistics show that there was a further reduction in the consumption of electric power, coal, etc., which indicates that care has been exercised in the use of the various services. The total cost of operation, however, increased by \$24,378.00. In spite of the fact that the coal consumption decreased 3,552 tons, the expenditure on coal increased \$18,657.00. Approximately \$5,000.00 of this represents coal still in storage, the remainder representing increases in coal prices.

PROVINCIAL GOVERNMENT POWER PLANT STATISTICS
For Year ended March 31, 1944
(Vernon Pearson, Mechanical Superintendent)

No	Name	FUEL		WATER		ELECTRICITY		MECHANICAL REFRIGERATION (Tons)	Expenditure for Operation and Maintenance
		Steam Purchased (Pounds)	Coal (Tons)	Gas (Cubic Feet)	Pumped from Local Sources (Imperial Gallons)	Generated	Purchased		
1.	Parliament Buildings and Administration Building, Edmonton		3,286		17,055,712	994,600	452,600		\$ 33,505.49
2	Institute of Technology, Calgary	5,456,000		449,000	1,838,000		142,200		5,469.41
3	Ponoka Mental Hospital		12,109		60,548,000	1,206,365		5,400	103,191.64
4	Fort Saskatchewan Gaoi		3,180		8,770,000	230,450			24,528.36
5	Lethbridge Gaoi		2,310		7,922,260	100,062			17,205.88
6	Oliver Mental Institute		7,789		34,358,000	807,800			68,428.28
7.	Central Alberta Sanatorium, Calgary			47,560,000	23,959,200	339,730		1,200	26,079.02
8	Provincial Training School, Red Deer		2,039		12,186,203	72,375	60,480		22,548.85
TOTALS		5,456,000	30,713	48,009,000	101,199,460	3,751,382	655,280	6,600	\$300,956.93

Total Coal used	30,713 Tons
Total Gas used	48,009,000 Cubic Feet
Total Water used	173,988,503 Imperial Gallons
Total Electricity used	4,406,662 Kilowatt Hours
Total Refrigeration	6,600 Tons
Total Steam purchased	5,456,000 Pounds

THE STEAM BOILERS ACT

It is again a pleasure to report that there were no fatalities or serious accidents during the year caused by the failure of any pressure vessel.

The stoppage of an enforced draft fan at the City of Edmonton Power Plant resulted in the death of Edward S. Porter from carbon monoxide poisoning.

William East was very seriously injured at the MacEachern Flour Mill, Wetaskiwin, when a drive belt slipped off a pulley, wound around the engine crank shaft and pulled a countershaft on to the engine.

Nels Hansen, employed as engineer by Johnson Brothers at their sawmill north-west of Macleod, was seriously injured when caught between the belt and flywheel while pulling the engine over while starting up.

On September 13th, in the steam plant at the Provincial Training School, Red Deer, the cast iron head of a feed-water heater burst into fragments, due to excess pressure within the heater. No person was injured.

One Inspector reports that an accident was narrowly averted when he discovered a very serious pitting condition in a boiler operated by the Central Alberta Dairy Pool at Elnora Creamery. This boiler was condemned.

About the usual number of boilers were damaged due to scale on the heating surfaces, insufficient water in the boiler, and boilers located in buildings that were destroyed by fire.

War-time conditions made it necessary for the owners of some pressure vessels to apply for special consideration in regard to extending the useful life of their steam plant, or avoiding a reduction in the working pressure on some of their pressure vessels. These applications were given careful consideration, and after making necessary investigations and tests, the plants and pressure vessels were, in most cases, permitted to operate under their present conditions as a war emergency measure.

There were three prosecutions for operating boilers contrary to the provisions of The Boilers Act; a conviction was obtained in each case.

The north-west portion of the Province lying between Slave Lake and Fort Vermilion was visited by an Inspector during the summer months, but the north-east portion of the Province in the vicinity of Waterways was not visited. This was due to a shortage of staff.

Inspector J. F. Hawkins, Senior Inspector in the Calgary Office, was superannuated on June 30th, 1943. He had been continuously employed as an Inspector with the Department since June 15th, 1916. Inspector Fraser McLeod became Senior Inspector in the Calgary Office on July 1st, 1943.

Inspector H. G. Alexander, District Inspector at Vegreville, was superannuated on September 30th, 1943. He had been continuously employed as an Inspector with the Department since November 8th, 1922. Inspector Alexander was replaced at Vegreville by Assistant Inspector G. R. Hicks.

Assistant Inspector James A. Clark of the Calgary Office was appointed an Inspector on February 1st, 1944, after passing the First Class Engineer's examination.

At the invitation of the Executive Committee of the National Board of Boiler and Pressure Vessel Inspectors, Assistant Chief Inspector A. Bradshaw attended their Fourteenth General Meeting, one executive meeting and several committee meetings. These meetings were held in New Orleans on May 17th, 18th, 19th and 20th, 1943. The outstanding discussions at these meetings dealt with the conservation of critical war materials. The Chattanooga shops of the Combustion Engineering Company were visited. Outstanding developments in war-time production of high pressure boilers were observed. All expenses in connection with these meetings were paid by the National Board.

The Boilers Act was amended on March 24th, 1944, in order to clarify several interpretations and provide for the appointment of Inspectors and Assistant Inspectors of unfired pressure vessels.

The following is a summary of work accomplished during the year, along with a comparative summary of work and revenue for the years 1942-43 and 1943-44:

	1943-44	1942-43
Type of Boiler or Pressure Vessel inspected		
Horizontal Return Tubular	461	518
Horizontal Furnace	41	47
Water Tube	192	183
Locomotive Type	995	983
Vertical	174	162
Air Receivers	1,842	2,051
Heat Exchangers	113	160
Oil Stills		5
Steam Processors	66	107
Steel Heating	429	490
Cast Iron	656	445
Miscellaneous	390	394
Total number inspected	5,359	5,545
Condition of Pressure Vessels inspected		
Good	3,156	3,317
Fair	2,050	2,018
Poor	113	133
Condemned	10	24
Scrapped	30	53
Total	5,359	5,545
Certificates issued	4,342	4,352
Number of Inspection Visits	6,556	6,786
Number of Special Inspections under Section 13 of The Boilers Act	93	100
Factory Act Inspections	828	885
Number and Class of Engineers' Certificates issued		
First Class	3	3
Second Class 750 H P	7	4
Second Class 500 H P	10	9
Third Class	55	88
Special Certificates	19	16
Traction Final	12	20
Fireman's Final	34	35
Provisional Certificates	413	420
Welder's Certificates	10	20
Temporary Certificates	362	150
Total	925	765
Number of designs surveyed	96	157
Revenue for Registration of designs	\$ 731 00	\$ 1,512 00
Engineers' Registrations	2,463 00	2,571 00
Engineers' Certificates	4,588 00	4,237 00
Pressure Vessel Registrations	39,059 75	38,854 50
Special Inspection Fees	2,035 57	2,235 76
Total Revenue	\$ 48,877 32	\$ 49,410 26

THE FACTORIES ACT

The war now in its fifth year still continues to make a marked change in the mercantile and industrial life of this Province compared with pre-war times. Owing to war demands for certain products, many plants have enlarged their premises, while others, by working double shifts, have greatly increased their output. This condition prevails principally in the production of food products. Glass and pottery factories also showed an increase in production.

The drilling of oil wells, while somewhat curtailed during the earlier part of the year under review, showed considerable gain toward the end of the year in the number of permits issued for the drilling of oil wells in the southern most part of the Province.

Military authorities continue to occupy premises formerly used as factories and warehouses, with the result many wholesale firms are conducting their business in reduced space or have moved their business into other warehouses and sharing space with other wholesale firms.

Employment in the catering industry has been maintained at a peak level during the year, and plans have been surveyed by this branch for the erection of new buildings to provide additional accommodation.

This year again shows a slight increase in the number of male employees employed over that of the previous year, while the increase in the number of female employees was 2,560 at the time the inspections under the Act were made. Considerable difficulty was experienced by a number of employers in securing sufficient labour to carry on their operations, with the result that inexperienced labour had to be used for dangerous operations, thereby increasing the industrial hazard.

The Factory Inspectors continue to have the co-operation of most employers and all safety committees throughout the Province in carrying out their respective duties. This co-operation results in the elimination of many existing hazards, and has improved working conditions in factories and shops.

Requests for special inspections continue to be made, both by employers and contractors, when alterations in present structures and the changing of equipment is being and when new buildings are being erected.

A number of recommendations made by inspectors had not been completed by the end of the year, principally due to the shortage of labour and material for the work, but in most instances employers have advised the branch they were in process of being completed.

During the year, copies of all inspectors' reports have been furnished to the Workmen's Compensation Board, and we have received from the Board lists of inspectors' reports, together with recommendations by their inspectors. The Board has notified this branch of many accidents and the manner in which they occurred. This information has been very useful to our inspectors.

INSPECTIONS

As the cities of Medicine Hat and Lethbridge have no resident inspectors, periodical visits were made by inspectors resident in Edmonton and Calgary—Lethbridge receiving five and Medicine

Hat five. During the year, inspectors made inspections in those parts of the Province where oil wells were being drilled.

The following table sets forth the number and classification of inspections made, together with the number of male and female employees under each class and the number of safety recommendations made. Under the heading "Safety," recommendations were made relative to the guarding of machinery and shafting, hand rails on the stairways, runways and platforms, openings in floors, conditions of ladders and scaffolding, and access to exists and fire escapes and housekeeping.

TABLE No 1
SUMMARY OF INSPECTIONS AND EMPLOYEES

	No of Inspections Made	No of Places Inspected	No of Male Employees	No of Female Employees	Total No of Employees	No of Safety Recommend- ations
Factories	2,520	2,516	16,635	5,559	22,194	1,214
Shops	2,649	2,647	8,062	8,592	16,654	153
Office Buildings	98	98	215	69	284	
Totals	5,267	5,261	24 912	14,220	39,132	1,367

Sixteen new elevators were installed during the year, four passenger elevators and twelve power freight elevators.

During the year, 759 elevator inspections were made; of these, 31 were special or requested inspections. Two elevators were condemned for further use as elevators, and four were found to be dismantled or scrapped. Fifty-nine elevators were not being operated at the time the inspectors visited the plants.

During the year, 647 elevator inspection certificates were issued. The revenue for elevator inspection fees and the issuing of certificates totalled \$2,383.00.

Table No. 2 contains information relative to elevator inspections made, classification of such elevators inspected, and the number of recommendations made in each class.

TABLE No 2
SUMMARY OF ELEVATOR INSPECTIONS

Class of Elevator Inspected	No Insp	No Rec
Escalator	7	3
Passenger	182	163
Power Freights	362	645
Manually Operated Freights	47	75
Employee's Belt Lift or Humphries	19	16
Power Dumbwaiter	30	21
Manually Operated Dumbwaiter	6	2
Not being Operated	59	5
Condemned	2	
Dismantled or Scrapped	4	
Reinspected Passenger	16	20
Freight	18	16
Manual	4	2
Humphrey		
Dumbwaiter	3	3
Total	759	971

THE WELDING ACT

Examinations of welders were held in various points throughout the Province during the fiscal year 1943-44. The following is a list of these points: Edmonton, Calgary, Lethbridge, Red Deer, Wainwright, Drumheller, Turner Valley, Brooks, Gleichen, Nordegg, Alexo.

A total of 451 certificates were issued. Their classification is as follows: 35 journeymen, 10 provisional, 217 special, 173 apprentice, 16 temporary. This entailed 451 applications to approve, 338 examination papers to mark, and 338 practical tests to conduct. Of the above, there were 28 failures.

In addition to the above mentioned, seven practical examinations and tests were conducted for welders qualifying under The Steam Boilers Act.

Refusals of applications, which were quite numerous in the preceding years, have this year dropped practically to nil. This is due to the fact that the trade and public in general are becoming more familiar with the qualifications and procedure necessary to comply with The Welding Act and the Regulations made thereunder.

Through the co-operation of the R.C.M.P. and through personal investigation by the examiner, 26 infractions of the Act were followed by prosecutions. Fines were imposed in all cases. Nine of the above mentioned prosecutions were dealt with by the R.C.M.P.; the remainder of 17 were handled by the Department. Seven charges were infringements of Section 10 and the remaining 16 were infringements of Section 9 of the Act.

During the fiscal year 1943-44, no accidents to welders have been reported to this Department. This is a good record, considering that the number of units and equipment in operating and operating personnel is very large.

Due to the scarcity of properly qualified welders brought about by war conditions and service call-ups, business establishments and shops have experienced great inconvenience. To deal with this condition temporarily, an Order-in-Council was passed and became effective on December 21st, 1943 for one year, which permitted this Department to relax certain regulations pertaining to the issuance of temporary certificates. This has been of great assistance, and has permitted certain shops and personnel to continue operation which would otherwise have to discontinue operations.

The Act respecting Welding and its administration is now pretty well established in the minds of those responsible for welding, and we have received a great deal of encouraging co-operation from the trade as a whole. This has assisted the Department in the enforcement of the Act.

THE ELECTRICAL PROTECTION ACT

The consumption of electrical energy continued to increase during the year, and amounted to approximately 17% over 1942. The greater proportion of the increase was, however, attributed to industries and activities directly connected with the war effort.

The Alberta Nitrogen Plant, built and brought into operation during the war, is responsible for about 20% of this power consumption in the Province.

The various Air Force Schools and Army and Internment Camps have also been brought into full operation, and additional facilities are continually being added which increase the power consumption. In the Edmonton district, the various projects instituted by the American Government with respect to the Alaska Highway and North West Staging Route have also resulted in a substantial increase in the consumption of electrical power.

The supply of electrical materials have improved considerably during the year, and some of the more stringent restrictions of the Wartime Prices and Trade Board have been eased. As a result, a considerable amount of civilian construction work has been made possible, and electrical contractors and workers have been continuously employed. Due to the number of skilled electrical workers joining the armed forces, there continues to be a shortage of this class of help, particularly in the smaller towns and villages.

The inspections carried out during the year have to a considerable extent applied to the various projects connected with the war effort and, on the whole, this work has been done in a satisfactory manner and in accordance with the requirements of the regulations. Civilian construction has, however, suffered due to the lack of skilled help, and in areas outside of the cities electrical work has been done which does not comply with the minimum requirements for safety and service. Due to the shortage of inspection staff, it has not been possible to keep as close a check as desirable on this type of work.

Rural electrification has been receiving consideration during the year, and preliminary studies have been and are being made by the larger power companies and the Research Council. Tentative plans and specifications have been submitted to this Department for approval. These were found to correspond to similar construction plans used by the Rural Electrification Administration in the United States. Further information is being obtained on this type of construction, together with operational experiences to determine the suitability of these plans for use in this Province.

One fatal accident occurred during the year, when a high building was being moved along a highway over which a 33,000 volt power line crossed. The ground clearance at this point was well above the minimum requirements, but no effort had been made to notify the power company, as is customary in such cases, that clearance might not be sufficient. In endeavouring to raise the line conductors to clear the building, the man doing so received a shock which proved fatal. Under the circumstances, the accident could only be attributed to negligence and carelessness on the part of the individual moving the building.

A reorganization of the Provincial Electrical Code Committee was made during the year, and a meeting of this committee, along with inspection representatives of the various cities, was held in Calgary. As a result of this meeting, it is expected that a more uniform interpretation of the requirements of the Canadian Electrical Code will be effected throughout the Province. Questions dealing with new regulations required were also taken up and recommendations made with particular reference to bringing existing installations that are unsafe or inadequate up to a suitable standard.

The construction of new transmission and distribution lines has been kept at a minimum during the year, and such additions as were made covered only short distances and were restricted for the most part to war industries and projects.

The city of Lethbridge brought into operation a new 5,000 K.V.A. turbo-generator which provided additional generating capacity needed in the south of the Province. The city of Edmonton proceeded with the installation of a 15,000 K.V.A. generator, which is expected to be in operation soon.

With the generating equipment now installed, it appears that at the conclusion of activities connected directly with the war, there will be ample generating capacity available to take care of a substantial increase in civilian demand.

During the year, 76 clearance certificates were issued covering electrical installations completed. These installations were made in new buildings valued at some five million dollars, the majority of which were for R.C.A.F. or Army purposes. The sum of \$450.00 was collected in special inspection fees covering these clearances.

Six reports of accidents were received from the Workmen's Compensation Board, and in four cases investigations were carried out and changes recommended to prevent their recurrence.

From power companies, 254 reports were received covering the condition of the electrical wiring in new services connected in the areas not covered by local inspection departments. Where defects in the wiring were indicated by these reports, the owner of the building was required to make the alterations necessary to comply with the regulations.

Fourteen copies of plans and specifications covering additions to transmission lines were submitted for approval by the power companies.

HIGHWAY TRAFFIC BOARD

(G. H. N. MONKMAN, *Chairman*; W. T. AIKEN, *Secretary*)

BUS TRAFFIC

There was very little change in the schedules of bus operation during the fiscal year. Restrictions imposed by the Transit Controller in the year 1942-43 for the purpose of conserving the consumption of gasoline, rubber and equipment remained practically unchanged throughout the year, and as a result there was a considerable reduction in the number of miles operated as compared with previous years. Bus companies, as a result of the curtailment of schedules and the difficulty of securing equipment, experienced considerable difficulty in accommodating the public, and the number of passengers carried would appear to indicate the dependence of a large number of our citizens on this mode of transportation. It is, however, doubtful that any considerable extension of bus service can be expected during the present war emergency. During the year, a number of applications were received for the establishment of new routes, but except in cases where immediate accommodation was required for military camps, the Board deferred consideration for the time being.

The Board approved of the cancellation for the period of the war of the operation of the Highway Transports Ltd. of service between Edmonton and Andrew, also of the following applications for transfers of license:

Edmonton-Newbrook from Blue Goose Lines to Blue Goose Bus Lines Ltd (Change of Management)
 Calgary to Milo from Sunshine Bus Lines Ltd to Sorensen Bus Lines Ltd
 Claresholm to Airport from R J Massey to E N Foster
 Edmonton to Kent Mines from J P Graf to J McIntyre

The following certificates issued during the year were in effect as at March 31st, 1944:

Alberta-Montana Bus Lines	Lethbridge-Coutts
Anderson, E A	Grande Prairie to B C Boundary
Birtle, J H	Entwistle to Drayton Valley
Blue Bird Bus & Taxi	Calgary to DeWinton Airport
Blue Goose Bus Lines Ltd	Edmonton to Newbrook
Bus Universal Supply	Edmonton to Beverly and Forest Heights
Canadian Coachways	Edmonton to Athabasca
	Edmonton to Lac La Biche
	Edmonton to Breton
Checker Taxi Co	Edmonton to Airport and Aircraft Repair Building
Central Bus Line	Nanton-Vulcan, Kirkcaldy Airport
Foster Bus & Taxi Co	Claresholm to Airport
Lethbridge Northern Bus Lines	Lethbridge-Turn and Shaughnessy
J McIntyre	Edmonton to Kent Mines
Monden Transportation Co	Calgary to Turner Valley
Morrison & Sargent	Grande Prairie-Debolt-Calais
Northland Arrow Lines Ltd	Edmonton to Barrhead
Oliver Employees Association	Edmonton-Oliver Prov Mental Institute
Petrone, G	Hillcrest-Bellevue-Mohawk Mines
Red Bus Lines Ltd	Calgary-Drumheller-Hanna
	Calgary-Stettler
	Lacombe-Rimbey
	Carbon-Central Service Station
	Drumheller-East Coulee
	Drumheller-Wayne
	Drumheller-Nacmine
	Drumheller-Midland
	Macleod-Pearce Airport
Scougall, G H	Medicine Hat-Airport
Scarlett, A	Red Deer-Rocky Mountain House
Sorensen Bus Lines Ltd	Calgary-Milo
	Red Deer to Airports at Red Deer
	Penhold and Bowden

Sunburst Motor Coaches Ltd	Edmonton-Wainwright
	Edmonton-Vilna
	Edmonton-Hardisty
	Wetaskiwin-Winfield
United Mine Workers Association	Lethbridge-Galt Mines
Van Wert, T	Medicine Hat-Redcliff
Western Motor Coaches	Edmonton-Mayerthorpe
	Gunn-Rich Valley
Western Canadian Greyhound Lines Ltd	Edmonton-Red Deer
	Calgary-Red Deer
	Calgary-Lethbridge via Vulcan
	Calgary-Lethbridge via Macleod
	Calgary-Medicine Hat
	Lethbridge-Cardston
	Macleod-Crowsnest
	Edmonton-Lloydminster
	Edmonton-Edson
	Calgary-Banff
	Macleod-Waterton

The following comparative statement shows a considerable decrease in the total miles and passenger miles operated during the year:

	Dirt Roads	Surfaced Roads	Total
Miles operated			
1942-43	429,600	2,673,904	3,103,504
1943-44	459,411	2,219,512	2,678,923
Increase	29,811		
Decrease		454,392	424,581
Passenger Miles			
1942-43	7,684,806	73,974,027	81,658,833
1943-44	8,859,482	61,726,686	70,586,168
Increase	1,174,676		
Decrease		12,247,341	11,072,665

Monthly reports received from operators show a record of 1,955,346 passengers carried, and a total gas consumption of 439,097 gallons.

TRUCK TRAFFIC

Public service vehicle operators report a considerable increase in transportation by truck during the year, due principally to war construction contracts and a phenomenal increase in the production of live stock. As a result of the difficulties experienced in procuring repairs and new equipment, operators were handicapped in rendering prompt service, and it was necessary for the Board inspectors to be constantly on the watch to see that safety regulations were reasonably maintained as a protection to the travelling public, and at the same time taking into account the necessity for maintaining service during the present emergency.

In accordance with regulations of the Wartime Prices and Trade Board, passed under authority of The War Measures Emergency Act, it was necessary to forward all applications for P.S.V. licenses from new operators to the Federal Truck Control Officer for approval before issuing the same. There were 860 applications submitted, 386 of which were approved, 221 declined, and 253 were under consideration as at the end of the fiscal year.

LICENSES ISSUED

The total number of licenses issued for truck, bus and livery operations was 34,432, being an increase of 2,296 over that of the previous fiscal year. Licenses were classified as follows:

Buses	159	Public Service	4,554
Liveries	313	Commercial Vehicles	2,506
Drive Yourself	21	C (restricted area)	2,287
Govt., Provincial and Federal	1,2074	Farm	20,070
School Vans	458	Miscellaneous	1,586
Grain Hauling only	404		

PROVINCIAL GAOL, FORT SASKATCHEWAN

(J. D. McLEAN, *Warden*)

The daily average population during the year 1943-44 was 187.22. The general health of the inmates of this institution has been excellent.

Farming operations this year are shown by the following summary:

Item	Acreage	Yield
Wheat	118	3,520 bushels
Oats	358	21,592 bushels
Barley	80	2,431 bushels
Hay	185	100 tons
Vegetables	60	Various

CASH STATEMENT SUMMARY

Gaol operations (including administration)	\$ 72,353 62
Maintenance of buildings and operation of Power Plant	31,182 99
Gross Cost	\$103,536 61
Less Revenue	22,491 61
Net Cost	\$ 81,045 00
Average daily population	187 22
Per capita cost per prisoner per day	
Gaol operations	\$1.059
Buildings and Power Plant cost	456
Gross per capita cost	\$1 515
Less Revenue per capita	329
Net per capita cost	\$1.186

ANNUAL REPORT OF PRISONERS FOR YEAR ENDING MARCH 31st, 1944

MALE

Total number of Male Prisoners admitted		965
Total number of Male Prisoners discharged		926
	Comm	Sent
Male Prisoner in Gaol as at March 31st, 1943	6	130
Male Prisoners admitted during the year ending March 31st, 1944	276	689
Total	282	819
Male Prisoners discharged the year ending March 31st, 1944	276	650
Total Male Prisoners in Gaol as at March 31st, 1944	6	169
Daily Average Male Prisoners year ending March 31st, 1944		147 00
Daily Average Male Prisoners serving time at outside points with R C M P for year ending March 31st, 1944		2 22
Total Daily Average Male Prisoners year ending March 31st, 1944		149 22

DISCHARGES

Time Expired	526	Transferred to Hospital	12
Released for Trial	246	Transferred to Mental Institute	5
Paroled	33	Released to Immigration Department	6
Fine Paid	38	Out with Military Authorities	1
Released by Attorney General	1		
Released on Bail	3	Total Discharges	926
Transferred to R C M.P.	55		

SENTENCES

Under 30 days	58	1 year to 2 years	51
30 days to 2 months	214	Over 2 years	1
2 months to 3 months	104	To be hanged	3
3 months to 4 months	113	Previously shown	20
4 months to 5 months	26		
5 months to 6 months	18	Total	689
6 months to 9 months	55		
9 months to 1 year	26		

ANNUAL REPORT, 1943-44

39

REMISSIONS

Received full remission	533
Received part remission	3
Received no remission	390
Total	926
Total remission earned	5,529
Number participating	536
Average days earned per prisoner	10 31

COUNTRY OF BIRTH

Canada	464	Denmark	1
United States	59	Switzerland	1
England	16	Czecho Slovakia	6
Scotland	21	Finland	6
Ireland	17	Yukoslavia	2
Wales	1	Bavaria	1
Austria	8	Syria	1
Poland	21	Bohemia	1
Russia	13	Belgium	1
Germany	7	Jamaica	1
Sweden	6	Lithuania	2
Norway	5	Previously shown	20
Roumania	1		
Ukraine	6	Total	689
Holland	1		

AGES

Under 20 years	85	Over 70 years	6
20 to 30 years	208	Previously shown	20
30 to 40 years	135		
40 to 50 years	126	Total	689
50 to 60 years	85		
60 to 70 years	24		

CRIMES

Against property	191
Against any other Act	88
Against religion and morals	252
Against the person	53
Against public law and order	85
	689
Previously shown sentenced and out for various reasons and now returned to complete sentence or additional sentence	20
Total	689

FEMALE REPORT

Total number of Female Prisoners admitted	318
Total number of Female Prisoners discharged	293
	Comm Sent
Female Prisoners in Gaol as at March 31st, 1943	34
Female Prisoners admitted year ending March 31st, 1944	69 249
Total	69 283
Female Prisoners discharged year ending March 31st, 1944	68 225
Total Female Prisoners in Gaol as at March 31st, 1944	1 58
Daily Average Female Prisoners year ending March 31st, 1944	38 00

DISCHARGES

Time expired	135	Transferred to Mental Hospital	4
Released for trial	64	Released by Attorney General	1
Paroled	2	Released on bail	1
Fine paid	11	Conviction quashed	1
Released by Dr Orr	63		
Out with R C M P	10	Total	293
Transferred to Hospital	1		

REMISSIONS

Received full remission	132
Received part remission	
Received no remission	161
Total	293
Total remission earned	1,248
Number participating	132
Average per person	9.45

DEPARTMENT OF PUBLIC WORKS

SENTENCES			
Under 30 days	9	9 months to 1 year	7
30 days to 2 months	68	1 year to 2 years	1
2 months to 3 months	44	Indefinite	53
3 months to 4 months	28	Previously shown	6
4 months to 5 months	17		
5 months to 6 months	7	Total	249
6 months to 9 months	9		
COUNTRY OF BIRTH			
Canada	208	Poland	2
United States	20	Previously shown	6
England	9		
Scotland	2	Total	249
Ireland	2		
AGES			
Under 20 years	51	60 to 70 years	
20 to 30 years	106	Previously shown	6
30 to 40 years	43		
40 to 50 years	30	Total	249
50 to 60 years	13		
CRIMES			
Against property			25
Against any other Act			74
Against religion and morals			137
Against the person			3
Against public law and order			4
Total			243
Previously shown as sentenced and out for various reasons and now returned to complete sentence or additional sentence			6
Total			249

PROVINCIAL GAOL, LETHBRIDGE

(H. HOLT, Warden)

The daily average population for the year ending March 31, 1944, was 104.14 (including prisoners who served their sentences outside the Gaol), a decrease of 9.07 under the previous year.

The general health of the inmates was excellent.

The necessary building operations and improvements were made, including the renovation of a dormitory into a new storeroom.

Farm operations are shown by the following summary:

Item	Acreage	Yield
Wheat	158	3,278 bushels
Oats	97	2,298 bushels
Barley	130	1,431 bushels
Mangels	6	80 tons
Turnips, field	4	40 tons
Potatoes	51	120 tons
Other vegetables	18	52 tons
Sugar beets	21	166 tons
Alfalfa hay	187	205 tons

CASH STATEMENT SUMMARY

Gaol operation (including administration)	\$ 58,848 80
Maintenance of Buildings and operation of Power Plant	22,722 36
Gross Cost	\$ 81,571.16
Less Revenue	23,202 50
Net Cost	\$ 58,368 66
Average daily population	104 14
Per capita cost per prisoner per day:	
Gaol operation	\$1 55
Building and Power Plant costs	60
Gross per capita cost	\$2 15
Less Revenue per capita	.61
Net per capita cost	\$1 54

ANNUAL REPORT OF PRISONERS FOR YEAR ENDING MARCH 31st, 1944

Month	Daily Average	Sent	Admitted Comm	Rem	Sent	Discharged Comm	Rem
April, 1943	84 90	38		2	39		2
May, 1943	83 38	41		7	43		7
June, 1943	88 66	58	1	1	44		1
July, 1943	98 51	47	3	1	55	1	1
August, 1943	93 90	31	2	3	25	1	2
September, 1943	100 63	35	1	2	32	1	3
October, 1943	109 19	45	2		30	1	
November, 1943	103 40	27		5	39	3	2
December, 1943	109 61	40		5	31	1	8
January, 1944	113 22	50	1	7	34	1	2
February, 1944	118 13	34	1	4	46	1	7
March, 1944	117 48	41	2	2	38	1	4
Monthly average	101.75	487	13	39	456	11	39

Total number of prisoners admitted during year 1943-44 (7 previously accounted for and included in above) 539

Total number of prisoners discharged during 1943-44 506

	Sent	Comm	Rem.
Number of prisoners in Gaol on April 1st, 1943	84		
Number of prisoners admitted during 1943-44	487	13	39
Total	571	13	39

Number of prisoners discharged during 1943-44	456	11	39
Number of prisoners in Gaol March 31, 1944	115	2	—
Total	571	13	39

Number of prisoners who have served previous sentences	323
Number of days of remission earned during 1943-44	4,653
Number of prisoners participating	410
Average per prisoner	11.34
Number of prisoners on appeal	2

SENTENCES

Under 30 days	37	Committed for trial	13
30 days to 2 months	261	Remanded	38
2 months to 3 months	55		51
3 months to 4 months	8		
4 months to 6 months	39	Sentenced to Prince Albert Peni-	
6 months to 9 months	19	tentiary	12
9 months to 1 year	37		
1 year to 18 months	5		532
18 months to 2 years	6		
Indefinite	1	Previously accounted for	7
Death sentence	1		
	469		539

DISCHARGES

Completion of sentence	391	To Galt Hospital	1
Discharged to court	62	Conviction quashed	2
Deported	1	To Military Hospital	1
Fine and costs paid	13	Order of Attorney General	1
Ticket of leave	7	To Internment Camp	1
Order of Governor General	11		
To Ponoka Mental Hospital	4		506
To Prince Albert Penitentiary	6		
Released on bail	5		

COUNTRY OF BIRTH

Australia	1	Hungary	7
Canada	354	Italy	2
England	33	Japan	1
India	1	Norway	9
Ireland	29	Poland	11
Newfoundland	1	Russia	5
Scotland	23	Sweden	7
Wales	1	U S A	25
Austria	8		
Czechoslovakia	4		532
Denmark	4	Previously accounted for	7
Finland	2		
Germany	2		539
Holland	2		

AGES

Under 20 years	76	70 and over	2
20 to 29 years	171		
30 to 39 years	101		532
40 to 49 years	87	Previously accounted for	7
50 to 59 years	61		
60 to 69 years	34		539

CRIMES

Offences against Public Order, Internal and External	2
Offences against Administration of Law and Justice	1
Offences against Religion and Morals	91
Offences against the Person and Reputation	43
Offences against the Rights of Property	192
Wilful and Forbidden Acts	7
Attempts, Conspiracies, Accessories	2
Offences under Dominion Acts	78
Offences under Provincial Acts	115
Offences against the King's Rules and Regulations	1
	532
Previously accounted for	7
	539

PREVIOUSLY ACCOUNTED FOR

Five sentenced men returned from Court, 1 sentenced man from St Michael's Hospital, and 1 remanded man from Provincial Mental Hospital, Ponoka	7
--	---

